

**FORM A – TECHNICAL PROPOSAL SUBMISSION FORM**

Simpson Road over Stackpole Creek

SHAW BROTHERS CONSTRUCTION  
(Name of Proposer)

The above Proposer hereby submits its Technical Proposal, consisting of the following items;

(Instructions: Specifically list all items submitted with the Technical Proposal, including number of drawings, number of narrative pages, etc. Attach or incorporate additional pages as necessary. Refer to the Project Requirements for additional instructions regarding Technical Proposal submission.)

Cover letter, Narrative 4 pages, Preliminary  
Plan 1 page, Construction Details 3 pages, Schedule 2 pages

By signing below, the above Proposer hereby certifies that to the best of the Proposer's knowledge and belief:

1. The Proposer has received and considered complete copies of Amendments numbered 1 through 1.
2. The Design-Builder, Designer, other Major Participants and key personnel indicated by the Proposer in its Statement of Qualifications will be used on this Project in the same manner and to the same extent as so indicated.
3. All of the statements, representations, covenants and/or certifications set forth in the Proposal are complete and accurate as of the date hereof.
4. All representations and/or certifications required of the Proposer by the RFP and Contract are complete and accurate.
5. This Technical Proposal is responsive.
6. The person signing below is legally authorized to do so.

[Any exceptions to the above certifications must be explained in detail on pages attached hereto. Number of pages attached, if any: 0.]

PROPOSER

[Signature]  
Date [Sign in Ink]

3-23-15

By: Jonathan E. Shaw, President  
[Name and Title Printed]



## SHAW BROTHERS CONSTRUCTION, INC.

P.O. Box 69 • 341 Mosher Rd. • Gorham, ME 04038

Tel: (207) 839-2552 • Fax: (207) 839-6239

Website: [www.shawbrothers.com](http://www.shawbrothers.com)

March 23, 2015

City of Saco  
300 Main Street  
Saco, Maine 04072

RE: Technical and Price Proposals  
Simpson Road over Stackpole Creek Design-Build

Dear Sir or Madam:

Shaw Brothers Construction Inc. in association with Sebago Technics, Inc. is pleased to respond to your RFP for design-build engineering and construction services in connection with the replacement of Simpson Road over Stackpole Creek in Saco. Simpson Road is a lightly traveled two lane local road that services abutting residents along the Saco River. The existing stone arch crossing of Stackpole Creek is failing structurally and as such the road is currently closed. The City desires design-builders to propose a rehabilitation or replacement of the existing structure that meets the following basic design requirements. These are:

- The span must provide 2-11 foot travel lanes
- The horizontal alignment of Simpson Road must not vary from the RFP alignment
- The roadway surface width must be 36' from shoulder break to shoulder break (guardrail section)
- The finished grading must be completed within the established clearing limits of the RFP
- H-20 Loading
- Improved hydrology through the structure
- 75 year design life

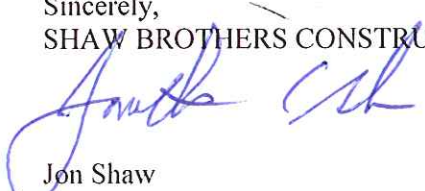
The Shaw Brothers Team has developed a proposal that meets these requirements, as well as the ability to construct the project within the time parameters outlined in the RFP.

Our package has been organized per your instructions and includes the following materials:

1. Technical Proposal - Form A (3 originals) and Narrative with Sketches
2. Price Proposal - Form C
3. Proposal Guaranty - Form B

Thank you for this opportunity to provide our ideas and approach to addressing your needs. We look forward to working with you to solve this problem, and we anxiously await your selection decision.

Sincerely,  
SHAW BROTHERS CONSTRUCTION, INC.



Jon Shaw  
President





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### City of Saco Design-Build Bridge Replacement Project Simpson Road over Stackpole Creek

#### Technical Proposal

##### A. Team Description

The Shaw Brothers Team is led by ***Shaw Brothers Construction Inc.***, one of Southern Maine's premier earthwork contractors located in Gorham, Maine. Assisting Shaw Brothers with the structural portions of the construction will be ***Cianbro***, of Pittsfield, Maine. Cianbro is Maine's largest heavy civil contractor. The Engineering aspects of the Project will be led by ***Sebago Technics, Inc.*** of South Portland, a 100-person consulting survey/engineering firm with areas of specialty in survey, transportation engineering, and environmental permitting. Assisting Sebago with the geotechnical design aspects of the project will be ***S.W. Cole Engineering*** of Gray Maine.

##### B. Project Team

The Shaw Brothers Team will be led by ***Mark Barnes of Shaw Brothers as the Project Manager***, and ***Stephen Sawyer, P.E. of Sebago Technics as the Deputy Project Manager for Design***. Mr. Barnes has over 30 years of experience in the construction industry all of which has been spent at Shaw Brothers Construction, Inc. Mr. Sawyer has over 37 years of transportation design experience in Maine and throughout New England, with many projects involving bridges. Mr. Sawyer recently managed the redesign of Exit 3 on I-295 in Portland for MaineDOT, which involved a new bridge over Westbrook Street.

Assisting the Team's Project Management staff will be the following key individuals with their respective roles:

##### **Construction:**

***Joe Bell*** (Shaw Bros.) - Earthwork Superintendent, 35 years of experience

##### **Engineering**

***Brad Lyon, P.E.*** (Sebago) - Highway Designer, 8 years of experience

***Tim Boyce, P.E.*** (SW Cole) – Geotechnical Engineer, 30 years of experience

## C. Scope of Services

### General

The Shaw Brothers Design-Build Team has visited the site, carefully reviewed the City's RFP, and organized a design and construction approach to the Simpson Road Project which will

1. provide the City with highly competent and experienced design and construction professionals that possess excellent reputations for completing similar projects, so that the City can feel comfortable they have selected a qualified partner for the Project
2. deliver the City a replacement bridge that will meet the desired 75 year design life
3. minimize the environmental impacts of the reconstruction by limiting the stream disturbance to that which can be permitted by MaineDEP under their Permit-By-Rule provisions and will result in a natural bottom channel when we are done to enhance the habitat for the known fisheries (Brook Trout and Atlantic Salmon) in Stackpole Creek
4. not require the City to obtain any additional land or easements for the proposed construction
5. be completed within the desired timeframe set forth in the RFP

### The Proposal - Base Bid

The Shaw Brothers Design-Build Team evaluated several options for the Simpson Road Bridge during the course of preparing this response. In the end we settled on a concept that incorporates a 20-foot precast Conspan arch on cast-in-place stem walls. Wingwalls will be provided on both the upstream and downstream ends of the structure to improve hydraulics and to limit the overall length of stream disturbance. All work will be within the proposed clearing limits shown in the RFP.

We understand that the City will be acquiring the required environmental permits. To this end we will provide support in this effort by providing drawings and quantities that may be appropriate for the applications. In addition, we have limited our stream impact to 75 feet in length which should only require the need to submit a Permit-By-Rule application. We also spoke with the Maine Inland Fisheries Department and learned that Stackpole Creek has both Brook Trout and Atlantic Salmon in it, so our proposal will provide a natural stream bottom through the arch bridge. The fisheries biologist we spoke with thought the 75-foot overall length of our bridge would not present a problem for the native fish. Knowing that there are fish in the Creek, though, we will respect their spawning habits and conduct our in-stream work after July 1.

The roadway typical section across the Creek will be 30 feet between the guardrails with a total overall width of 36 feet from shoulder break to shoulder break. While this width seems large given the documented traffic volumes using the roadway, it is in compliance with the RFP. The side slopes of the embankments will be heavy riprap lined on a slope of 1.5:1 maximum. The guardrails will be MaineDOT Type 3d, with 350 Flared Terminal Ends on all four quadrants.



The horizontal and vertical alignments will be as stated in the RFP for the Base Bid.

The Shaw Brothers Team will coordinate with the existing aerial utilities in advance of the excavation and crane work so that impacts to any existing services can be minimized.

Sebago Technics will develop the design drawings using Autocad software which will meet the general requirements of MaineDOT.

#### Bid Alternates

Bid Alternate #1 proposes to construct a stabilized drainage ditch along Simpson Road. This activity will increase the Base Bid price, but not impact the schedule of construction.

Bid Alternate #2 proposes to construct additional length of 30-foot wide roadway on either end of the Base Bid Project Limits. We have assumed that this roadway would have the same typical section as the Base Bid roadway in terms of materials and depths of courses. This activity will not likely impact the permitting required for the project, but will impact the Base Bid price and schedule.

#### Plans and Sketches

We have prepared a Preliminary Plan which illustrates our above-described Base Bid proposal. This plan is attached and labeled Figure 1. Figures 2-5 are preliminary sketches of the proposed Conspan Bridge.

#### Proposal Qualifications and Assumptions

Shaw Brothers has made the following assumptions in preparing this proposal:

1. The topographic survey information, including wetland delineation, provided in the RFP is accurate for design and permitting use, i.e. Shaw Brothers has not included time to verify this data.
2. The City will have made all land and easement arrangements by the time construction commences as stated in the RFP.
3. The City will have successfully satisfied the Maine Historic Preservation Office, so that this matter does not impact the schedule of construction.
4. Rock/Ledge excavation is not included in the alternate #2 and #3 unit prices.
5. As stated, Shaw Brothers will coordinate with the utilities on any adjustments in aerial plant required. All costs of such adjustments, if required, to be paid by the owner.

#### D. Project Schedule

The Design Phase of the Project will begin immediately following receipt of a Contract and an official Notice to Proceed. According to the RFP this will be by April 24, 2015. Documents will

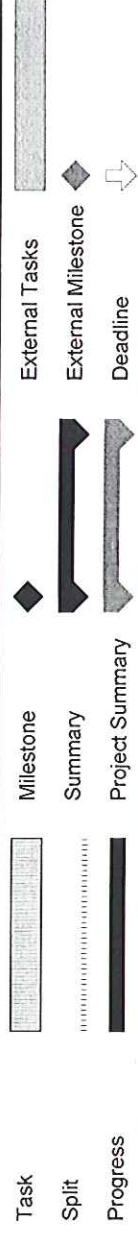
be submitted to the City for final review by May 25th. We anticipate that the City's permitting effort will be concurrent with the design and planning stages of the project.

Construction will commence in August of 2015. Substantial completion of the work (base paving and guardrail installation) will be accomplished by December 15<sup>th</sup>, so that the road can be reopened for traffic. Final completion of the construction will occur by May 15th, 2016, including surface pavement and the submission of As-Built drawings and professional evaluation documentation.

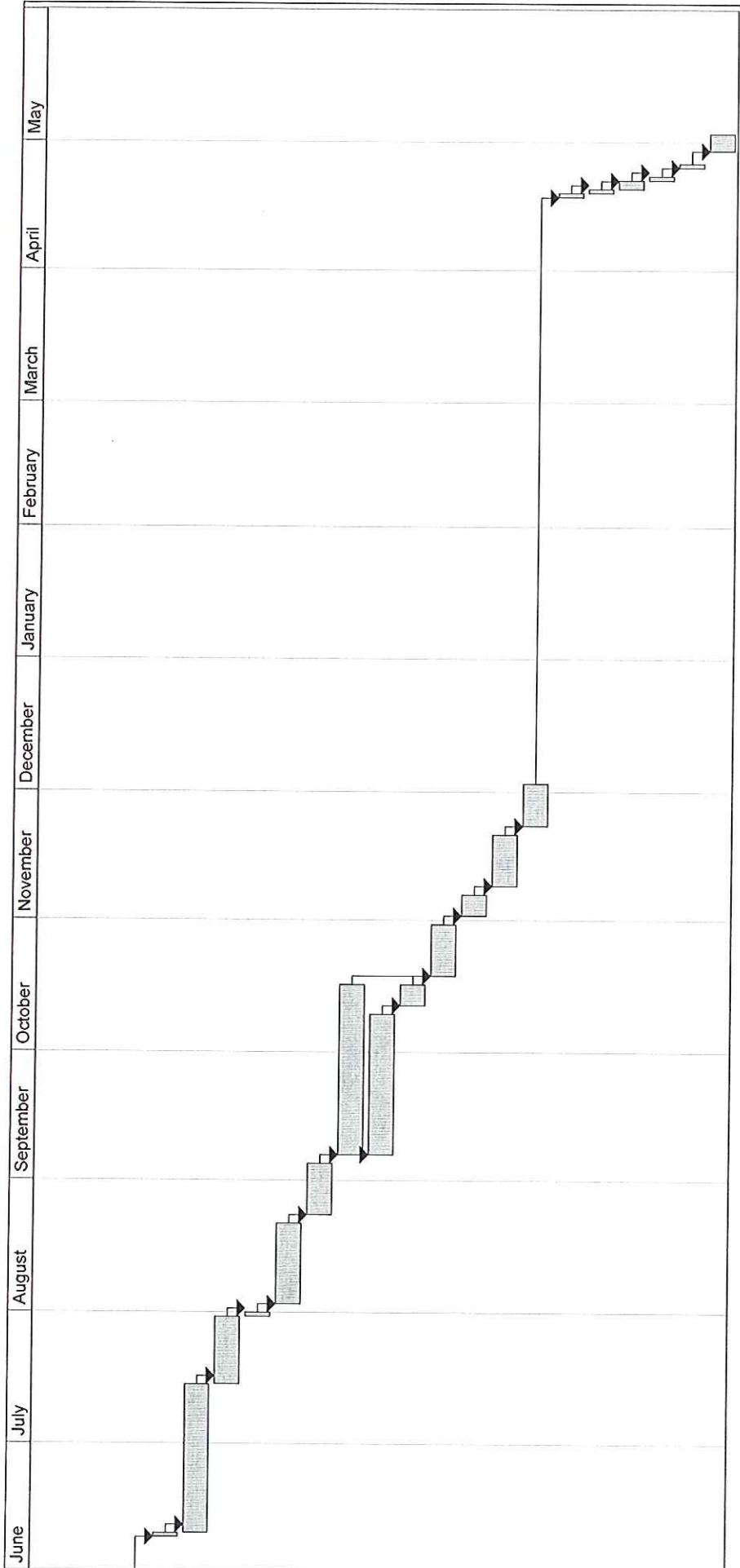
E. References

1. Town of Hollis, Selectman Ben Severance, Tel. 929-4001  
Shaw Brothers/Sebago Technics  
Design-Build 1 mile of Killock Pond Road in 2006
2. Maine Department of Transportation, Project Manager Shawn Smith, Tel. 624-3504  
Shaw Brothers and Cianbro  
Design-Build I-295 Commercial Street Connector in Portland in 2004-5
3. Maine Department of Transportation, Project Manager Andy MacDonald, Tel. 624-3480  
Shaw Brothers and Louis Berger Group  
Route 136 Reconstruction Design-build, Freeport, 2009-2010

ID	Task Name	Duration	Start	Finish	Predecessors	March	April	May
1	Technical & Price Proposals Due	1 day	Mon 3/23/15	Mon 3/23/15				
2	Award Project & Execute Contract	1 day	Fri 4/24/15	Fri 4/24/15	1			
3	Execution of Agreement by Design-Builder	1 day	Fri 5/1/15	Fri 5/1/15	2			
4	Final Bridge Design Submission	1 day	Mon 5/25/15	Mon 5/25/15	3			
5	Design Resolution Meeting	1 day	Tue 6/9/15	Tue 6/9/15	4FS+10 days			
6	Resubmit Design	25 days	Wed 6/10/15	Tue 7/14/15	5			
7	Design Approval	12 days	Wed 7/15/15	Thu 7/30/15	6			
8	Mobilize	1 day	Fri 7/31/15	Fri 7/31/15	7			
9	Demo Exist Bridge	15 days	Mon 8/3/15	Fri 8/21/15	8			
10	Excavate Footings	10 days	Mon 8/24/15	Fri 9/4/15	9			
11	order wing walls	30 days	Mon 9/7/15	Fri 10/16/15	10			
12	Place Footings	25 days	Mon 9/7/15	Fri 10/9/15	10			
13	Backfill Footings	5 days	Mon 10/12/15	Fri 10/16/15	12			
14	Set Precast Arch and Wing Wall	10 days	Mon 10/19/15	Fri 10/30/15	13,11			
15	Backfill Structures	5 days	Mon 11/2/15	Fri 11/6/15	14			
16	Road Excavation/Gravel	10 days	Mon 11/9/15	Fri 11/20/15	15			
17	Rip Rap Slopes	8 days	Mon 11/23/15	Wed 12/2/15	16			
18	Fine Grade Road	1 day	Mon 4/18/16	Mon 4/18/16	17			
19	Pave Road	1 day	Tue 4/19/16	Tue 4/19/16	18			
20	Guard Rail Installation	2 days	Wed 4/20/16	Thu 4/21/16	19			
21	Finish Pave	1 day	Fri 4/22/16	Fri 4/22/16	20			
22	Clean up	1 day	Mon 4/25/16	Mon 4/25/16	21			
23	Demob	2 days	Fri 4/29/16	Mon 5/2/16	22			



Project: simpson road  
Date: Fri 3/20/15



Project: simpson road  
Date: Fri 3/20/15



**FORM C – PRICE PROPOSAL**  
Simpson Road over Stackpole Creek

Shaw Brothers Construction

(Name of Proposer)

The above named Proposer hereby offers to perform and complete all Work specified or indicated in the Contract Documents in conformity with the same for the Price shown below.

**LUMP SUM PRICE – BASE BID**

Nine hundred thirty four thousand dollars & no cents

(Price in words – typed or printed in ink)

\$ 934,000.00

(Price in numbers – typed or printed in ink)

**LUMP SUM PRICE – BID ALTERNATE # 1**

Bid Alternate # 1 – This Alternate shall consist of excavating for and constructing a stabilized stone protected drainage ditch alongside Simpson Road up to a distance of 250 feet from the bridge abutments in either direction, and on either side of the roadway. Per linear foot price for this Alternate should include costs of furnishing all materials, labor and other incidentals necessary to satisfactorily construct the Stone Ditch Protection.

Forty four dollars & fifty cents

(Price in words – typed or printed in ink)

\$ 44.50

(Price in numbers – typed or printed in ink)

**PER LINEAR FOOT PRICE – BID ALTERNATE # 2**

Bid Alternate # 2 – This Alternate shall consist of constructing additional length of full depth roadway reconstruction beginning at the bridge abutments and up to 250 linear feet in either direction. The additional length of roadway reconstruction shall use an 11-foot travel lane width with 3-foot gravel shoulders. Per linear foot price for this Alternate should include costs of furnishing all materials, labor and other incidentals necessary to satisfactorily construct this Alternate.

One hundred sixty dollars & Twenty cents

(Price in words – typed or printed in ink)

\$ 160.20

(Price in numbers – typed or printed in ink)

Appendix A  
Form C

By signing below, the above Proposer hereby certifies that to the best of the Proposer's knowledge and belief:

1. The Proposer has received and considered complete copies of Amendments numbered 1 through 1.
2. All representations and/or certifications required of the Proposer by the RFP and Contract are complete and accurate.
3. The Proposer's Price Proposal is complete and accurate and conforms to all applicable requirements of the RFP and Contract.
4. The person signing below is legally authorized to do so.

[Any exceptions to the above certifications must be explained in detail on pages attached hereto. Number of pages attached, if any: 0.]

PROPOSER

Date [Sign in Ink.]

By: Jonathan E. Shaw, President

3-23-15

Appendix A  
Form B

**FORM B - PROPOSAL GUARANTEE FORM**

KNOW ALL MEN BY THESE PRESENTS THAT  
SHAW BROTHERS CONSTRUCTION, INC., 341 Mosher Road  
of the Town of Gorham and State of  
Maine 04038 as Principal, and Surety, a corporation duly organized  
under the laws of the State of Connecticut and having a usual place of  
business in AGENCY: PO Box 511, Concord, NH 03302-0511 and hereby held and firmly bound  
unto the City of Saco in the sum of FIVE PERCENT OF AMOUNT BID  
~~(5% OF AMOUNT BID)~~, for payment which Principal  
and Surety bind themselves, their heirs, executors, administrators, successors and assigns,  
jointly and severally.

The condition of this obligation is such that if the Principal has submitted to the City of  
Saco, hereafter Owner, a certain proposal, attached hereto and incorporated as a part herein,  
to enter into a written contract for the construction of the Simpson Road over Stackpole  
Creek and if the Owner shall accept said proposal and the Principal shall execute and  
deliver a contract in the form attached hereto (properly completed in accordance with said  
proposal) and shall furnish bonds for his faithful performance of said contract and for the  
payment of all persons performing labor or furnishing material in connection therewith, and  
shall in all other respects perform the agreement created by the acceptance of said proposal,  
then this obligation shall be null and void; otherwise it shall remain in full force and effect.

Signed and sealed this 23rd day of March, 2015

WITNESS:

Robert B. Buef

Angela

PRINCIPAL: SHAW BROTHERS CONSTRUCTION, INC.

By: Jonathan E. Shaw, President

By: Jonathan E. Shaw, President

By: \_\_\_\_\_

TRAVELERS CASUALTY AND SURETY COMPANY

SURETY: OF AMERICA

By: Michael P. O'Brien, Attorney-In-Fact

By: Michael P. O'Brien, Attorney-In-Fact

Name of Local Agency

P.O. Box 511, Concord, NH 03302-0511

WITNESS:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PRINCIPAL:

By: \_\_\_\_\_

By: \_\_\_\_\_

By: \_\_\_\_\_

WITNESS:

\_\_\_\_\_  
\_\_\_\_\_

SURETY:

By: \_\_\_\_\_

By: \_\_\_\_\_

Name of Local Agency

\_\_\_\_\_





## POWER OF ATTORNEY

Farmington Casualty Company  
Fidelity and Guaranty Insurance Company  
Fidelity and Guaranty Insurance Underwriters, Inc.  
St. Paul Fire and Marine Insurance Company  
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company  
Travelers Casualty and Surety Company  
Travelers Casualty and Surety Company of America  
United States Fidelity and Guaranty Company

Attorney-In Fact No. 227338

Certificate No. 006016576

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Daniel E. Church, Bruce H. Langley, William Ver Planck, Paula J. Cantara, John P. Timmeny, John T. Whiting, Michael P. O'Brien, Christine M. Hosmer, Ryan Stevens, John M. Harbottle, and Robert J. Donnelly III

of the City of Concord, State of New Hampshire, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 11th day of August, 2014.

Farmington Casualty Company  
Fidelity and Guaranty Insurance Company  
Fidelity and Guaranty Insurance Underwriters, Inc.  
St. Paul Fire and Marine Insurance Company  
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company  
Travelers Casualty and Surety Company  
Travelers Casualty and Surety Company of America  
United States Fidelity and Guaranty Company



State of Connecticut  
City of Hartford ss.

By: Robert L. Raney

Robert L. Raney, Senior Vice President

On this the 11th day of August, 2014, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.  
My Commission expires the 30th day of June, 2016.



Marie C. Tetreault  
Marie C. Tetreault, Notary Public

**SHAW BROTHERS CONSTRUCTION, INC.**

I, Peter S. Plumb, Clerk of SHAW BROTHERS CONSTRUCTION, INC., certify that the following named individuals hold the offices set forth opposite their respective names as of the date below:

President:	Jonathan E. Shaw
Treasurer:	Daniel H. Shaw
Vice-President:	Thomas B. Biegel
Clerk:	Peter S. Plumb

I further certify that the following are true and exact copies of resolutions of the Corporation's Board of Directors and that said resolutions have not been altered or amended to the date of this certificate:

RESOLVED: To authorize the President, Vice-President and Treasurer of SHAW BROTHERS CONSTRUCTION, INC., or any one of them, to make verbal and written bids on behalf of the Corporation for construction work of any type and nature, including but not limited to earth work, road work, sidewalk work, foundation work and all other manner of work which can be reasonably described as construction work to any organization, whether public or private, anywhere within the State of Maine, at any time, and to fill out, execute and sign on behalf of the Corporation any and all documents which may be required from time to time by the person or organization or governmental entity seeking the bid. The authority of the Vice-President is limited to contracts with a face amount of no more than two million dollars (\$2,000,000).

Dated: September 23, 2014

  
\_\_\_\_\_  
Peter S. Plumb, Clerk

State of Maine  
Cumberland, ss.

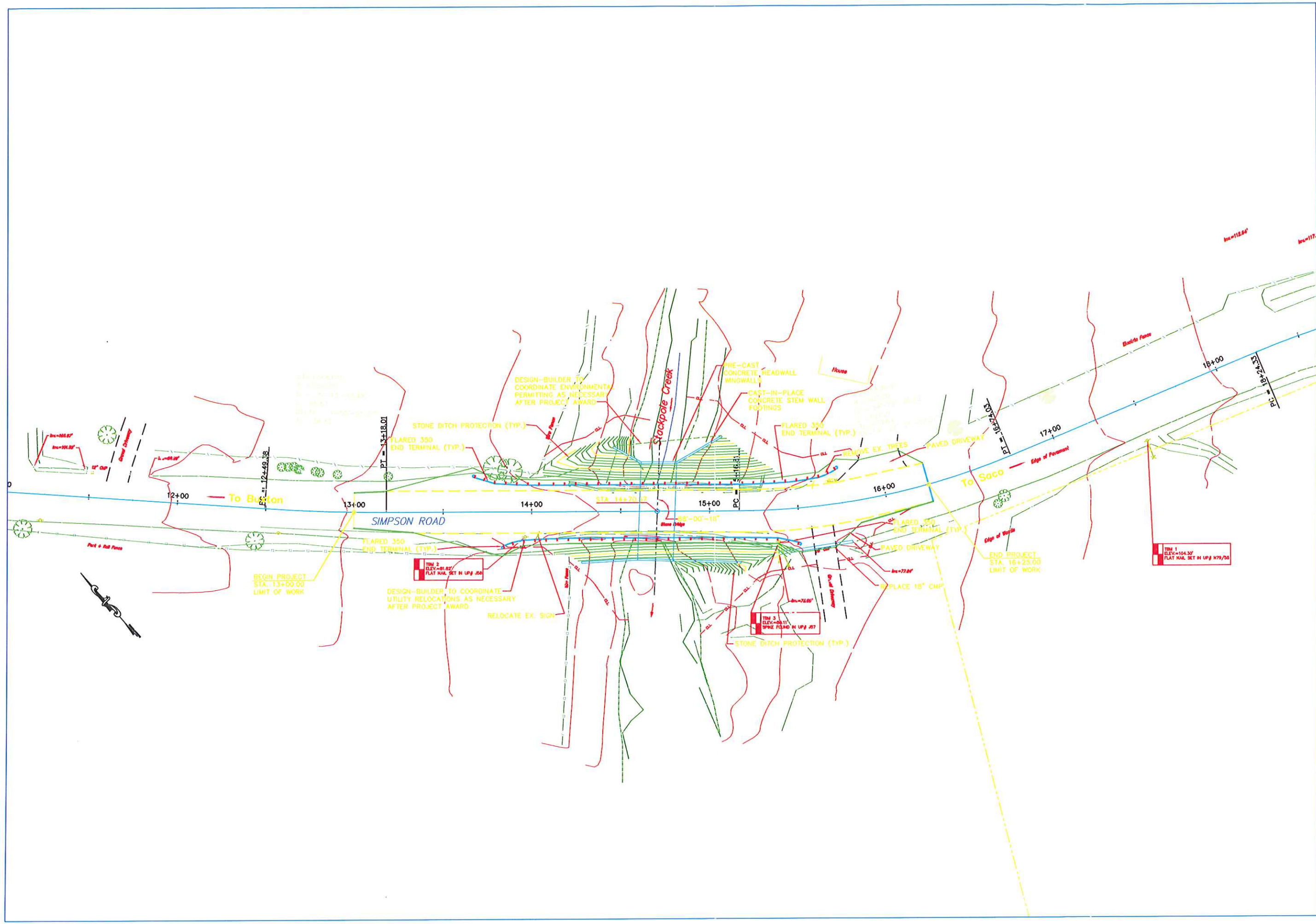
September 23, 2014

Personally appeared before me the above-named Peter S. Plumb in his capacity as Clerk and made oath that the foregoing statements are made on personal knowledge and are true.

  
\_\_\_\_\_  
Notary Public

SHARON C. GIGGEY  
A NOTARY PUBLIC OF MAINE  
MY COMMISSION EXPIRES JULY 24, 2018






PRELIMINARY PLAN SIMPSON ROAD  
OVER STACKPOLE CREEK  
SIMPSON ROAD  
SACO, MAINE  
FOR:  
**SHAW BROTHERS**  
511 MAIN STREET  
GORHAM, MAINE 04038

DATE  
2-05-07  
SCALE  
1"=25'

SHEET 1 OF 1

**Sebago Technics**  
Engineering Experience You Can Build On  
One Church Street  
Waterville, ME 04901  
Tel (207) 850-0277

PROJECT NO. 07022  
DWG NAME -  
CHK. BY DESIGN  
SSS  
DRAWN  
EPD  
EPD

REV: 1  
BY: 1  
DATE: 2-05-07  
STATUS: 1

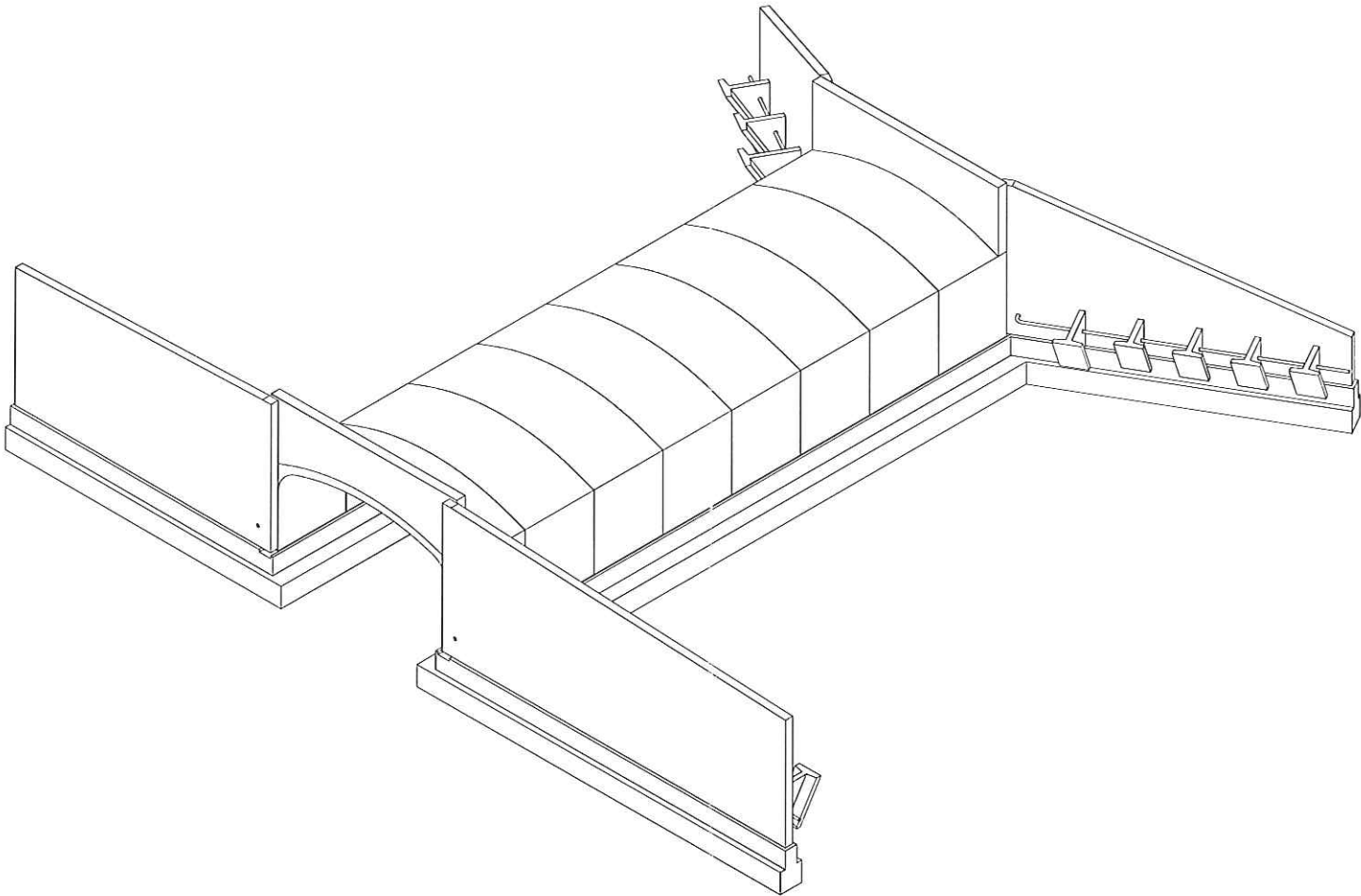
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.



**BRIDGE SUMMARY**

1 cell of CON/SPAN® Bridge System 20' Span x 11'-8 3/8" Rise  
Length: 64'  
Downstream Headwall: Height= 4'-8" from arch crown.  
Upstream Headwall: Height= 4'-8" from arch crown.  
Wingwall 1: Length= 20' - Angle= 60° - End Height= 8'-11"  
Wingwall 2: Length= 30' - Angle= 60° - End Height= 4'-11"  
Wingwall 3: Length= 30' - Angle= 90° - End Height= 13'-11"  
Wingwall 4: Length= 40' - Angle= 90° - End Height= 12'-11"

Upstream



Downstream

**ISOMETRIC VIEW**


The design and information shown on this drawing is provided as a service to the project owner, engineer and contractor by Contech Engineered Solutions LLC or one of its affiliated companies ("Contech"). Neither this drawing, nor any part thereof, may be used, reproduced or modified in any manner without the prior written consent of Contech. Failure to comply is done at the user's own risk and Contech expressly disclaims any liability or responsibility for such use.

If discrepancies between the supplied information upon which the drawing is based and actual field conditions are encountered as site work progresses, these discrepancies must be reported to Contech immediately for re-evaluation of the design. Contech accepts no liability for designs based on missing, incomplete or inaccurate information supplied by others.



**CONTECH**  
ENGINEERED SOLUTIONS LLC  
www.ContechES.com

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800-338-1122 513-645-7000 513-645-7993 FAX



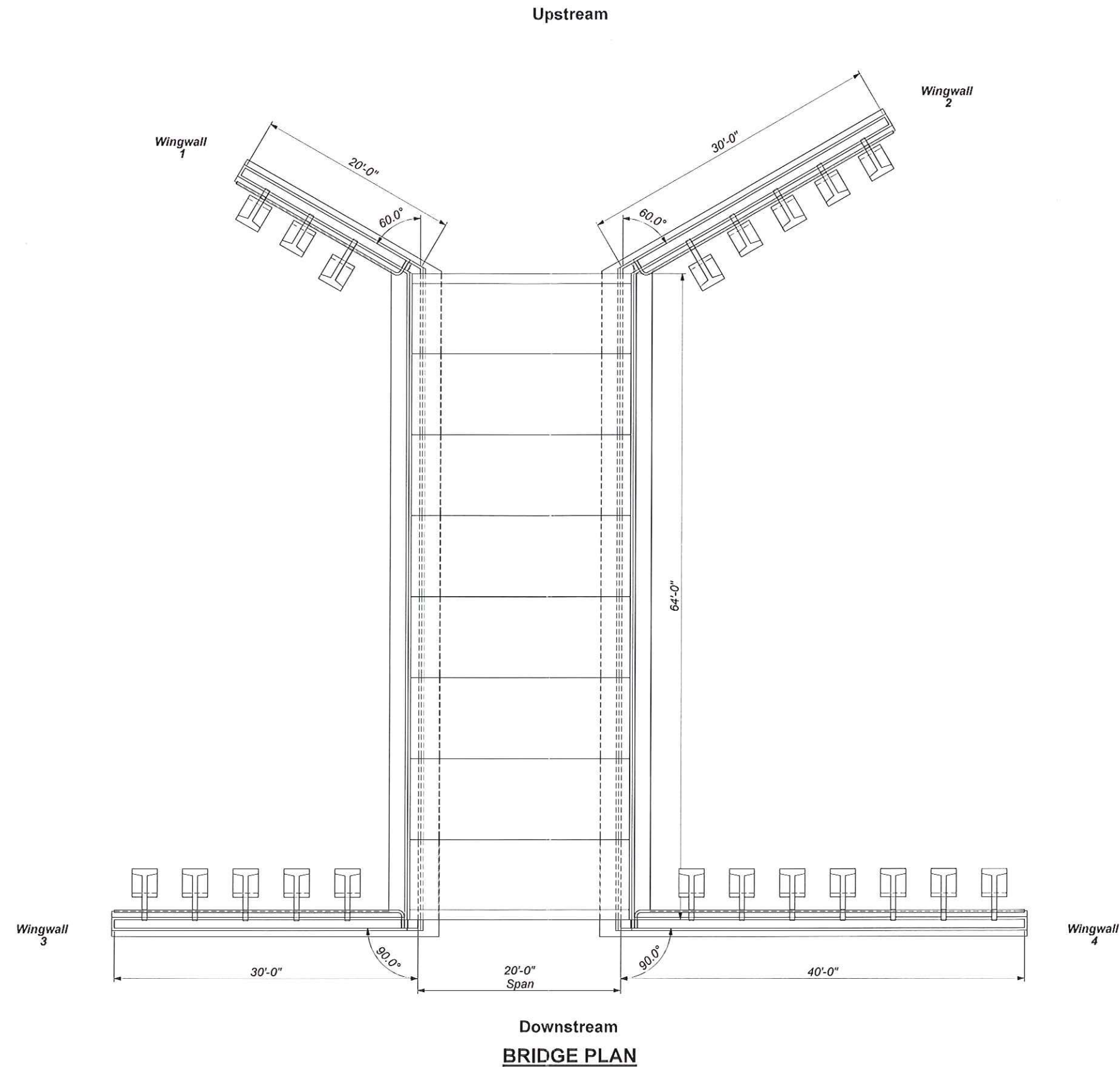
**CON/SPAN**  
BRIDGE SYSTEMS

CONTECH  
DYOB  
DRAWING

Simpson Road Over  
Stackpole Creek

Saco, ME

PROJECT NUMBER: 142055	DATE: 03/19/15
DESIGNED: DYOB	DRAWN: DYOB
CHECKED:	APPROVED:
SHEET NO.: 1 OF 3	



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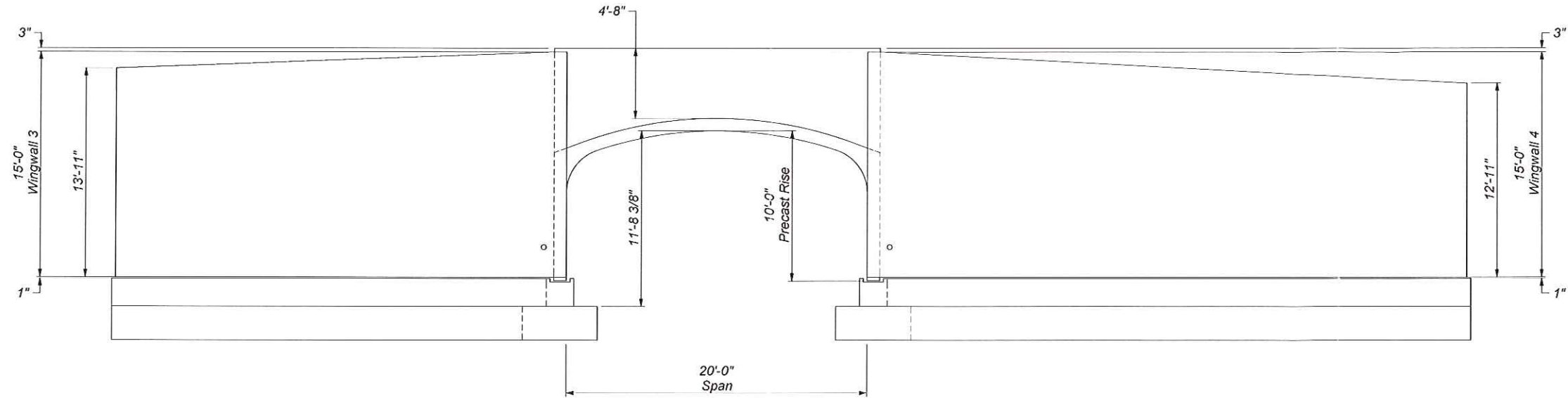
**CONSPAN**  
BRIDGE SYSTEMS

CONTECH  
DYOB  
DRAWING

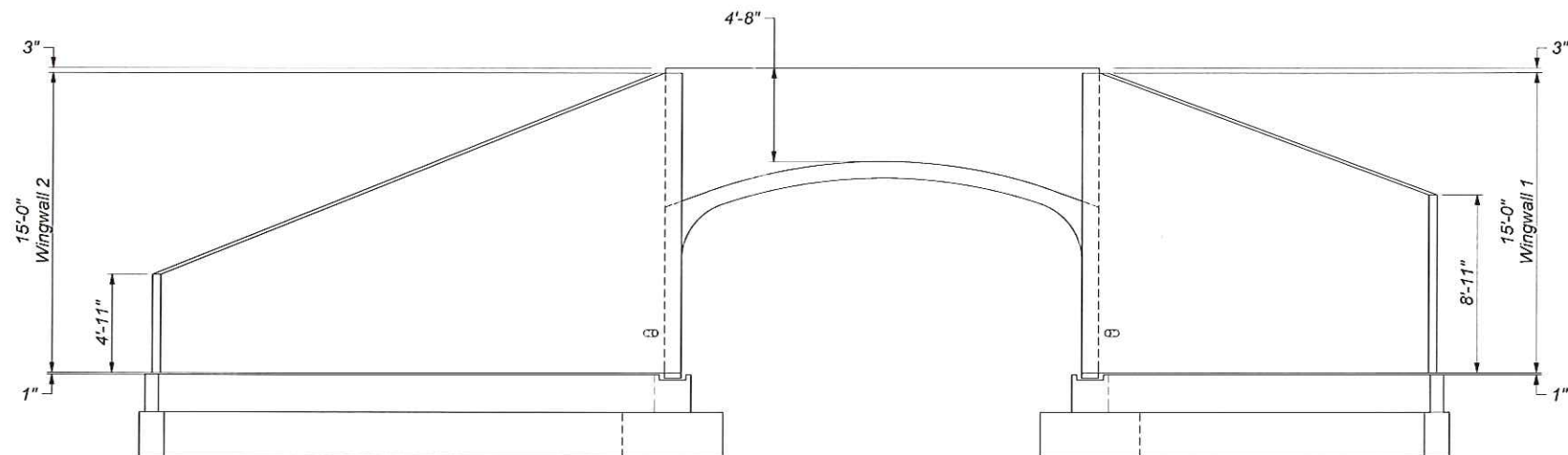
Simpson Road Over  
Stackpole Creek

Saco, ME

PROJECT NUMBER: 142055	DATE: 03/19/15
DESIGNED: DYOB	DRAWN: DYOB
CHECKED:	APPROVED:
SHEET NO.:	2 OF 3



**DOWNSTREAM END ELEVATION**



**UPSTREAM END ELEVATION**

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**CONTECH**  
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**CONSPAN**  
BRIDGE SYSTEMS  
CONTECH  
DYOB  
DRAWING

Simpson Road Over  
Stackpole Creek

Saco, ME

PROJECT NUMBER: 142055	DATE: 03/19/15
DESIGNED: DYOB	DRAWN: DYOB
CHECKED:	APPROVED:
SHEET NO.: 3 OF 3	